

CLASSIFICATION ~~CONFIDENTIAL~~ U.S. OFFICIALS ONLY 25X1A2g  
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CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]

# INFORMATION REPORT

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COUNTRY Austria/Czechoslovakia/Bulgaria/USSR/Hungary/  
Poland/Germany/Yugoslavia/Italy

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Juschwneschtrans Transport- und Speditionsges.  
Vienna This document is hereby regraded

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order of 12 October 1978 from the  
Central Intelligence to the  
United States.

NO. OF ENCLS.

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Comment: The Austrian Handelscompass, 1949 edition, lists Terrestra-  
Maritima, international transport firm, proprietors Franz DEDEK and Heinrich  
EBERT, at Weinhurggasse 10-12, Vienna I; and Austro-Romana Warenverkehrs-  
Ges m.b.H. at Tuchlaubenhof 7, Vienna I.)

## 1. Shipments by Juschwneschtrans, 1 through 14 February 1949

### a. USSR via Mukachevo

Shipments listed below represent 80 percent of the total volume of shipments  
to the USSR during this period. The remaining 20 percent consisted of ship-  
ments of one ton or less, including such items as shoe lasts, emptying packing  
cartons, toys, etc. All shipments were by rail.

45 tons of barbed wire from the St. ~~Eggen Eisen- und Stahlwerke~~ <sup>Eggen Eisen- und Stahlwerke</sup>, St. Aegy am  
Neuwalde, Lower Austria.

5 match-tipping machines from J. M. Voith, St. Poelten, Lower Austria. The

STATE	#	X	NAVY	X	NSRB														
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8 paper-cutting machines, each weighing 2,100 kgs., from Heimpel & Besler Ventilatoren- und Maschinenfabrik, Moedling, Lower Austria.

10 transformers, 800 kgs. each, from Siemens-Schuckert, Siemensstrasse 88, Vienna XXI.

1 transformer, 40 tons, from AEG-Union, Vienna XXI.

70 switchboards from Siemens-Schuckert Engerthstrasse plant, with generators from Siemens Siemensstrasse plant. Total weight [REDACTED]

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Comment: This equipment is described [REDACTED]

18 tons of intake and expansion valves for diesel engines from (Boehrle Boehler), Boehlerwerk, Lower Austria.

10 commercial washing machines, 800 kgs. each, from Strakosch <sup>und</sup> Boner, Vienna-Voesendorf.

75 tons (5 carloads) of school notebooks from Croellwitz-Obermuehl Papierfabrik G.m.b.H., Obermuehl a/d Donau.

48 tons of emery wheels from the USIA warehouse, in Wiener Neudorf, Lower Austria.

100,000 square meters of window glass from the Erste Oesterreichische Maschingerlasindustrie A.G., in Brunn am Gebrige, Lower Austria.

36 tons of steel <sup>parts</sup> (Teile) from St. Aegydt.

290 circular saws (12 tons) from Wuester & Co., Wieselburg, a/d Erlauf, Lower Austria.

1,000 tons of magnesite from the Oesterreichisch-Amerikanische Magnesit A.G. at Ferndorf, Carinthia. This is the first shipment from this firm to the USSR since September 1948. Comment: See paragraph 1 [REDACTED]

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Winches, each weighing 2,905 kgs, were shipped as follows:

20 from Floridsdorfer Lokomotivfabrik

20 from Wiener Brueckenbau- und Eisenkonstruktions A.G.

17 from Waagner-Biro A.G.

17 from Nibelungenwerk, St. Valentin

15 from Rax-Werk, G.m.b.H., Wiener-Neustadt

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[REDACTED] See also paragraph 2.a. below. Apparently, USIA has obtained some of the ball bearings needed to complete its large Soviet order for winches. It will be recalled that the winch shipments were made during January 1949 because of the ball bearing shortage.)

b. Eastern Germany

Shipments listed below represent approximately 85 percent of all orders for shipments to Eastern Germany received by Juschweschtrans during the period 1 through 14 February. Shipments began on these orders during the first two weeks of February and continued throughout the month. According to statements made by Juschweschtrans employees, shipments addressed to Eisenbahn-Direktion, Dresden, or to Wismut A.G., are intended for use in the uranium mining area of Eastern Germany; this applies to the list shown below, as well as to shipments to Eastern Germany listed in previous reports. Comment: Wismut A.G. is probably SGAO VISMUT, identified by another source as a Soviet-owned corporation engaged in uranium mining.)

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900 tons of sheet iron from USIA Lager Nord (warehouse in Vienna XX) Ei addressed to Eisenbahn-Direktion, Dresden, delivered at Chemnitz-Harthau, marked for the attention of Captain KASCHIN.

600 tons of iron bars from USIA Lager Nord to Eisenbahn-Direktion, Dresden, delivered at Chemnitz-Harthau.

12 transformers, 800 kgs. each, from AEG-Union, Vienna, addressed to Eisenbahn-Direktion, Dresden, delivered at Chemnitz-Harthau.

100,000 light bulbs, 600 and 200 watts, from Osram addressed to Eisenbahn-Direktion, Dresden, delivered at Chemnitz-Harthau.

2,250 tons of narrow gauge tracks from USIA Lager Nord and the Enzesfeld and Wiener Neudorf Warehouses to Eisenbahn-Direktion, Dresden. Some of the track is unused wartime stock and some is from various dismantling operations at Soviet-controlled plants. **Comment:** The USIA warehouse in Wiener Neudorf is now referred to as Wiener Neudorf Base. (Basis Wiener Neudorf).

500 tons of miscellaneous copper, lead, and aluminum parts and bars from Wiener Neudorf Base, addressed to Eisenbahn-Direktion, Dresden, delivered at Chemnitz-Harthau.

18 electric motors, 125 Kw, total net weight 15 tons, from Siemens-Schuckert, Siemensstrasse 88, Vienna XXI, to Eisenbahn Direktion, Dresden.

52 electric motors, 125 Kw, total net weight 22 tons, to Eisenbahn Direktion Dresden. Total insurance value, 750,000 schillings.

29 electric motors, 125 Kw, total net weight 21 tons, from AEG-Union, Vienna.

44 electric motors, total net weight 26 tons, to Eisenbahn Direktion, Dresden, from AEG-Union. Total insurance value, 600,000 schillings.

c. Czechoslovakia

**Comment:** On or about 25 January 1949, the Czechoslovak import firm Cechoslovakia, frequently mentioned in previous reports, was renamed METRANS. METRANS is a government-controlled agency and it may represent the merger of several firms, one of which was Cechoslovakia.)

98 tons of sheet iron from Schmidhütte, Krem, to METRANS at Ceske-Velenice.

600 tons of newsprint from Croellwitz-Obermühl to METRANS at Horni Dvoriste.

An unspecified amount of milled lumber.

d. Italy:

75 tons of newsprint from Croellwitz-Obermühl to SAIMA (Società Anonima Innocente Mangili Adriatica), Trieste. This was a direct shipment made with an Austrian export license.

e. Bulgaria:

**Comment:** Some of these shipments may be a part of the alleged trade between Bulgaria and the United States which has been widely publicized. See

12 tons of brass sheeting from Berndorfer Metallwarenfabrik to DESPRED, Sofia.

4 tons of copper sheeting from Berndorfer Metallwarenfabrik. (This is old, damaged material which has been rerolled and has come out in odd sizes.

15 electric motors, 100 kgs. each, from Siemens-Schuckert Engerthstrasse, Vienna.

30 tons of fittings, painted with black enamel, from SAIMA and Terrentuss,

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Schuckert Engerthstrasse plant to DESPREL, Sofia.

30 tons of fittings, painted with black enamel, from Stahl- und Temperguss, Traisen, to DESPREL, Sofia.

2,000 tons of band iron from *Subr. Boehler* ~~Boehler~~ to DESPREL, Sofia.

80 tons of Stahlmahlkoerper from *Subr. Boehler* ~~Boehler~~ to DESPREL, Sofia.

f. Hungary:

500 cubic meters of pit props from the USIA estate at Grafenegg, Lower Austria, to Dorog, Hungary.

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g. Poland:

*[Redacted]* Comment: This is the first Juschweschtrans shipment to Poland.)

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46 tons of graphite from the Muehlbacher Grafitwerke, Grein, to Ulfing Chemical works in Katowice. *[Redacted]* Comment: The Austrian firm mentioned by source cannot be identified. He possibly means the Muehldorfer-Grafit-Berghau A.G. at Muehldorf bei Spitz, Lower Austria.)

h. Austria:

✓ 1,500 tons of coal dust from the mines at Gruenbach am Schneeberg, Lower Austria, to the Zellulose-Fabriks A.G. St. Michael, ~~Hinterberg~~ near Leoben, Styria. The same amount of coal dust is shipped every month. Processed cellulose is sent to USIA in return.

2. Shipments by Juschweschtrans, 15 through 28 February 1949

a. USSR

Shipments listed below, unless otherwise indicated, were by rail via Mukachevo, and represent approximately 50 percent of total shipments to the USSR during this period.

20 electric motors, 125 Kw, weighing 800 kgs. each, from Siemens-Schuckert Siemensstrasse plant.

65 electric motors, weighing 110 kgs. each, from Siemens Engerthstrasse plant, via DDSG.

350,000 light bulbs from Osram.

✓ 8 commercial washing machines, weighing 800 kgs. each, from Strakosch ~~und~~ Boner.

8 centrifugal machines, weighing 650 kgs. each, from Strakosch ~~und~~ Boner.

37 rolls of copper cable, total length 18.5 kms., from Wiener Kabel- und Metallwerke A.G., via DDSG.

15 rolls of copper cable, total length 7 kms., from Ariadne Draht- und Kabelwerke A.G., Vienna, via DDSG.

56 tons of fittings from Stahl- und Temperguss, Traisen, Lower Austria.

30 tons of cold-drawn band iron from *Subr. Boehler* ~~Boehler~~ Boehlerwerk, Lower Austria.

Winches, weighing 2,905 kgs. each:

20 from Nibelungenwerk, St. Valentin

✓ 15 from Rax-Werk

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*[Redacted]* Comment: See paragraph 1 a above

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could be Franz Zeillinger at Knittelfeld, Styria, Karl Zeillinger at  
Himmelberg, Carinthia, or Gustav Zeillinger, Tuernitz, Lower Austria.)

1,500 pitchforks with handles, from the Wilhelm Abt Company, Wopfing,  
Lower Austria.

100,000 square meters of window glass from the glass factory in Brunn-  
Gebirge.

During this period there were no shipments to the USSR of structural  
steel from dismantled plants in Lower Austria or from USIA warehouses  
in Wiener Neudorf. It has been ascertained, however, that during January  
1949, total shipments from the dismantled aluminum works at Berg, near  
Hainburg, Lower Austria, amounted to 96 carloads  
25 tons. Comment: This amends paragraph

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b. Germany:

Comment: See paragraph 1 b above.)

750 tons of narrow gauge track from the USIA warehouse in Enzesfeld and  
and from Lager Nord to Eisenbahn-Direktion, Dresden, delivered at  
Chemnitz-Hartau, marked for the attention of Capt. KASCHIN.

c. Czechoslovakia:

1,100 cubic meters of milled lumber to METRANS, Ceske-Velenice, from  
a USIA estate at Grafenegg. **450 cubic meters of this lumber were  
to be reshipped to Italy.**

450 cubic meters of this lumber were to be reshipped to Italy.

2,300 tons of newsprint from Croellwitz-Obermuehl to METRANS, Ceske-  
Velenice. Comment: Presumably for reshipment to Belgium  
and elsewhere.)

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200 tons of steel pipe with sockets (Muffen) from USIA Lager Nord in Vienna XX,  
to METRANS, Ceske-Velenice.

d. Bulgaria:

10 electric motors, 400 kgs. each, from Siemens-Schuckert, Siemensstrasse  
plant, to DESPREL, Sofia.

e. Transit Shipments:

5 diesel motors, weighing 15 tons each, shipped on special flat cars from  
Fiat in Turin to DERUTRA, Berlin.

85 tons (5 carloads) of ball bearings from Fiat, Turin, to Mukachevo.  
This purchase was made by a Soviet purchasing agency in Turin.

3. Soviet imports arriving at Matzleinsdorf, Vienna, from 22 through 28 February.

All import shipments handled by Juschweschtrans for the Soviets arrive at  
the Matzleinsdorf yards, Vienna X. For each shipment, Soviet authorities  
issue a certificate stating that the goods in question are the property of the  
Soviet Occupation Forces, and, therefore, not subject to Austrian freight and  
customs charges. Comment: It is known, however, through reports from  
another source, evaluate that the Soviets in some instances do apply to  
the Austrian Government for import licenses and are accorded use of hard cur-  
rency available to the Austrian National Bank to pay for these imports.)

a. From Germany and Czechoslovakia:

607 raw copper cathode plates, total weight 81 tons, from the Rheinkantor,  
Ludwigshafen, French Zone of Germany, to the Central Commercial Bureau  
of USIA, Vienna.

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378 tons (18 carloads) of quartz sand from Hohenbocka, Soviet zone of Germany, addressed to the Central Commercial Bureau of USIA, for the glass factory in Brunn a/ Gebirge, Lower Austria.

18 tons of sheet iron, 3 mm. thick, from a Czechoslovak state factory in Moravska-Ostrava to the DDSG warehouse in Vienna. [REDACTED] Comment: This may be a transit shipment.)

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10 BMW automobiles, from Eisenach, Eastern Germany, to the Soviet Element ACA, Hotel Imperial, Vienna.

b. Food Imports from the Balkans and Italy:

Below is a complete list of food imports for one week addressed to the Soviet Purchasing Office, [REDACTED], and the Soviet "Koopervativa", [REDACTED]. All of the shipments were certified to be Soviet Army property. The goods from Yugoslavia and Bulgaria are moved by Juschneschtrans to the Yugoslav and Bulgarian warehouses in Katherinengasse, Vienna X, where the Soviets pick up their share; the Bulgarians and Yugoslavs sell the remainder for their own account. Frequently, Bulgarian importers try to persuade Juschneschtrans officials to release carloads of cigarettes at Matzleinsdorf, which the Bulgarians claim have been allocated to them by the Soviets; however, Juschneschtrans insists on delivery to Katherinengasse, where the goods are marked "hold in storage for the Soviet Purchasing Office, [REDACTED]". Unless otherwise indicated, the carloads of food average 10 tons. Comment: This list is believed to be of some significance in that it shows the extent of food imports made through use of Soviet extra-territorial privileges. While much of the food [REDACTED] doubt intended for consumption by Soviet personnel in Austria, [REDACTED] assumed that a great deal of it, particularly luxury items, finds its way illegally to the Austrian market. Source states that this is made evident by the fact that, on the day following receipt of one of these shipments, various items listed can be purchased in Vienna markets at [REDACTED] the Soviet, Bulgarian, or Yugoslav importer a [REDACTED] another source has confirmed the procedure described in the list as to Yugoslav food shipments to Vienna.)

22 February 1949:

From Bulgaria:

- 5 carloads of apples
- 1 carload of yellow cheese
- 1 carload of eggs
- 1 carload of flour
- 1 carload of biscuits and other bakery products
- 1 carload of apple preserves
- 3 carloads of sugar (15 tons each)
- 1 carload of prunes

From Yugoslavia

Presshefe-u. Likorfabrik Wolfrum Kommandit-Gesellschaft, Vienna XXI, Stadlauerstrasse 64.)

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1 carload of fresh beef from Belgrade.

1 carload of wine from Belgrade.

23 February 1949:

5 carloads (15 tons each) of sugar from Hungary. The shipment was addressed to Juschneschtrans, attention General Director POPOV; cost price was listed as 6.50 schillings per kg. (Juschneschtrans transferred the shipment to the DDSG warehouse, Vienna, Handelskai.)

From Bulgaria

1 carload "Arda" brand cigarettes.

1 carload of wine

1 carload of rice, cost price 13 schillings per kg.

1 carload of garlic from Yugoslavia, cost price 4 schillings per kg.

From Italy

1 carload of lemons from Albarelli Company, Verona, Italy.

24 February 1949:

From Hungary:

1 carload of sugar

1 carload of wine

25 February 1949:

From Bulgaria

6 carloads of apples

3 carloads (15 tons each) of sugar.

1 carload of eggs.

From Yugoslavia

4 carloads of wine

2 carloads of fresh beef from Belgrade.

3 carloads (16 tons each) of alcohol from Ljubljana.

26 February 1949:

3 carloads of fish from Yugoslavia

3 carloads of cigarettes from Bulgaria.

1 carload of cocoa beans from Trieste.

1 carload of raisins from Greece, via Genoa, Italy.

2 carloads of oranges from Italy, or from Hungary.

28 February 1949:

7 carloads (15 tons each) of sugar from Hungary.

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From Bulgaria

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- 2 carloads of wine
- 1 carload of canned meat
- 1 carload of marmalade
- 5 carloads of flour

From Yugoslavia

- 1 carload of fresh pork
- 1 carload of prunes

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